

THE WEATHER
Forecast for Portsmouth
and vicinity — Wednesday
generally fair; Thursday
fair, slowly rising tempera-
ture; variable winds.

THE PORTSMOUTH HERALD

SUN AND TIDE
Sun Rises..... 6.41
Sun Sets..... 6.27
High Tide..... 11.50 am
Low Tide..... 11.50 pm
Moon Rises..... 6.02 pm

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PORTSMOUTH, N. H., WEDNESDAY, OCTOBER 1, 1913.

Portsmouth Daily Republican Merged
with THE HERALD, July 1, 1902.

PRICE TWO CENTS.

ADMITS SETTING FIRE TO MILLS

Prisoner States He Was En-
gaged by Another Man to
Commit Crime.

Providence, R. I., Sept. 30.—After being arrested today on the charge of setting fire, Sept. 10, to the Merino mills, owned by Joslin Manufacturing Co., John A. C. Shippie of Coventry, according to the police, made a confession in which he asserted that he was paid by another man to commit the crime.

This story, it is said, is that he was hired to steal a trade secret and then, after experiments, proved he had not obtained what was desired, was given \$25 to fire the plant. The police are hunting for the other man.

From the first, the fire was laid to an incendiary. The arrest of Shippie came as a result of work by private detectives and inspectors of the city force. He has been employed by the Joslin Manufacturing Co. 14 months. He is 31 years old and married, and lives on a farm that he owns.

CHANGES HANDS.

Atlantic Express Company
Acquired by Maine
Corporation.

The Atlantic Express Co., of Maine has been organized with L. B. Porter of Portland as president and general manager, and W. F. Sawyer of Lewiston, and has taken over the business of the Atlantic Express Co., of New Jersey east of New York. The new company is now operating the business with head offices in New York.

The Atlantic Express Co., of New Jersey has been for the past year carrying on a general express business over the lines of the Atlantic Shore railway, the L. A. & W. St. Ry., the Portland Railroad Co., and all trolley lines between Portland and Shawmut, Me., and New York City.

Safety razor blades sharpened, lawn mowers ground, saws filed, umbrellas mended, keys made, locks repaired, razors honed and rebalanced, scissors, knives and tools ground at Horner's, Daguerre street.

ELLIOTT STATES HIS POSITION

Relies on New England's Aid in Solv-
ing the New Haven's Many
Problems

Boston, Oct. 1.—Howard Elliott, new president of the New York, New Haven & Hartford railroad, was the chief guest of the Boston Chamber of Commerce last evening at a banquet at the Coppley-Plaza, which was attended by more than 600 members, including many of Boston's leading business men.

Mr. Elliott should not soon forget the welcome he received. It was his first introduction to the business men of Boston and New England and he was made to feel "at home" every moment of the time.

There is no doubt that it was a "psychological moment" at which to deliver such an address as Mr. Elliott delivered—such a frank, manly statement of the affairs of the New Haven and of the present entire transportation problem in New England.

In this respect it was refreshingly different from similar addresses that have been made in Boston in recent years.

Mr. Elliott treated the subject in a broad way—the railroad as a public utility in the welfare of which the people were deeply concerned; and chiefly as a principal element in the prosperity of New England. He had no fault to find with what had gone before; he treated the matter from the standpoint of present conditions and as he found things when he took up the reins of government. He made it clear that the railroads would need \$115,000,000 in the next few years, and it is his hope that New England will supply the money that is needed when it understands why it is needed.

Mr. Elliott spoke in part as follows: Mr. President, and Members of the Chamber of Commerce of Boston: I appreciate very deeply the compliment that you have paid to me by inviting me to be your guest this evening, and by permitting me to say a few words to a body of men who represent much that is wise, patriotic and progressive in New England. I hope that it will be my privilege and pleasure before another year passes to know more of you personally than I do now, and to understand the business situation here and throughout New England better than I do now.

Chambers of Commerce can and do have a great effect in advancing the welfare of the whole country, and in promoting a sound public opinion about the great questions of the day. So far as I can, I hope to work cordially with such organizations here and in the other cities and towns of New England.

On Aug. 9, 1913, there was reprinted in The Outlook "A Little Catechism on Money." One of the questions asked is "What are the things which are exchanged in modern commerce?" The answer given is:

"Those essential things which are bought and sold, as we say, in modern commerce are food, water, clothing, shelter from inclemency of weather and climate, human intelligence or skill, and human strength or labor."

The writer of the catechism failed to mention one very vital element in modern commerce, namely, transportation, unless he included it under the general term "human intelligence or skill and human strength or labor," all of which are needed of the best quality in order to produce the high grade transportation that in these modern days is so necessary here in New England.

Professor James Mark Baldwin, in his book The Individual and Society, says, "Business has to do with the production of and distribution of valuable things—money, utensils—any-

(Continued on Page Two.)

PYTHIAN FIELD DAY

Members of First Regiment
Hold Parade and Enjoy
Clam Bake.

The annual field day of the First Regiment, U. S. R. K. P., Col. Fred W. Sanborn of Exeter, commanding, was held in this city on Wednesday and despite the threatening aspect of the weather there was a good representation from all of the companies. The regiment had as its guests Brig. Gen. Dana F. Fellows of Franklin, Col. Arthur W. Griffiths of Durham, Col. Frank J. Ritchie of Concord, Lieut. Col. George M. Moore of Laconia, Lieut. W. M. Brown of Plymouth of the Second Regiment.

On the arrival of the several out of town companies line was formed at Depot square as follows:

Col. Fred W. Sanborn of Exeter; Lieut. Col. R. E. Hannaford of Portsmouth; ex-Lieut. Col. George W. Pettigrew of Manchester; Adjutant, Captain Alvin E. Frost of Exeter; Quartermaster Captain Henry Milburn of Manchester; Commissary, Captain Nathaniel E. Curtis of Dover.

Color Sergeant William Wallace of Portsmouth; Major Mills A. Frost of Somersworth; Commissary, Lieut. Caleb N. Lord of Portsmouth.

Bnery's Military band of Dover, Harry S. Parker Company, No. 7, of Farmington, Captain Herman J. Pike, commanding; Harold Weymouth, second lieutenant—25 men.

Crescent Company, No. 4, of Dover, Captain James Marshall, commanding; A. G. Willard, first lieutenant—30 men.

Frank B. Rollins Company, No. 9, of Exeter, Captain Fred A. Moore, commanding; Charles A. Thorp, first lieutenant; George Yeaton, second lieutenant—25 men.

Lincoln Company, No. 8, of Portsmouth, Captain John S. Carr, commanding; Frederick W. Harrington, first lieutenant; Charles K. Butler, second lieutenant—30 men.

Somersworth Company, No. 14, of Somersworth, Lieut. Charles Hurd, commanding—18 men.

Norway Plains Company, No. 27, of East Rochester, Captain Walter Gray, commanding.

Sturges Company, No. 1, of Manchester, Captain McDonald commanding. The line of march was Deer, Market, Congress, Middle, State, Pleasant, Congress to U. S. D. hall, where a light lunch was served by the members of Onoculus Company.

At 11.30 o'clock special electricities were taken for Rand's grove, where a clam bake was served at 1 o'clock.

The afternoon was devoted to sports, a base ball game between the married and single men being one of the features.

The committee of arrangements was composed of Col. Fred W. Sanborn, Captain John S. Carr, Capt. N. E. Curtis, and Sergt. William Wallace.

AMERICANS FLEE FROM MEXICO

American Consul Issues Warning to
Cross Border With all Haste--
Rush Troops to Frontier

Mexico City, Oct. 1.—A bill to postpone the election which was issued in the chamber of deputies late last night was referred to a committee. An effort made by the leading liberal deputies to provide for immediate discussion of the bill failed.

Engle Pass, Tex., Sept. 30.—All Americans in Piedras Negras have been instructed by Consul Blacker to leave for the American side immediately. The reason for the order has not been made public, but it is believed that the American authorities intend to take a decided stand against the destruction of property, including the international bridge.

lony capital of the Mexican Constitutionals, with the victorious march of the federals and the arrival of hundreds of refugees from the surrounding devastated territory.

United States troops are hurrying to Engle Pass from San Antonio to reinforce the garrison there, and it is understood that with the first attempt to molest the property of foreigners here, an ultimatum will be issued. What form its enforcement will take has not been made known.

Obedient the instructions of U. S. Consul Blacker, American residents of Piedras Negras joined the exodus and hundreds of persons crossed the international bridge into Engle Pass.

Piedras Negras, Mex., Sept. 30.—Ter-
ror has gripped this city the provi-

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GOOD TEMPLARS IN SESSION

State Convention Convenes
This Afternoon With
Fifty Delegates.

The annual session of the Grand Lodge I. O. G. T., was called to order this afternoon at 1.30 in Pythian Hall with Grand Chief Templar Arthur H. Dickey, presiding.

The following grand officers were in attendance: Grand Chief Templar Arthur H. Dickey, Manchester; Grand Commander Clinton S. Durkee, of Lakeport; Grand Vice Templar Grace S. Elliot, of Laconia; Grand Secretary, Gertrude E. Holmes, of Manchester; Treasurer, George A. Hersey, South Ware; Grand Ass't. Secretary, Billie M. Williams of Concord; Grand Chaplain, Alice Webster of Littleton; Grand Guardian, Frances Wiggins, Portsmouth; Grand Sentinel, J. Bert Sanborn of Lakeport; Past Grand Chief Templar, Hiram B. Elliot of Haverhill, Mass.

Immediately following the opening exercises reports and credentials were read and the Grand Lodge decree was conferred.

Following this, reports of the Grand Chief Templar, Grand Superintendent of Juvenile Work, Grand Secretary, and Grand Treasurer were given of the respective officers and were of an encouraging nature.

Reports were submitted by delegates from the different lodges after which the lodge took a recess until 8.30 this evening, when they met as guests of Rockingham Lodge of this city.

Delegates were present from the following lodges: Grand State Lodge, No. 1, of Lakeport; Star, No. 4, of Manchester; Meritmark, No. 5, of Manchester; Penacook Lake No. 10, of West Concord; Mechanos, No. 23, of East Ware; Squamagogue of Goffe, N. H.; Rockingham, No. 27, of Portsmouth; Chantry No. 53, of Wilmett; Platts, Golden Rule, No. 57 of Laconia.

FOUR HUNDRED PUPILS.

The Portsmouth High school has the largest number of pupils at any time within its history, the total number enrolled being four hundred. It is stated that more seats will be placed in the school for those who are now without.

Class Officers Elected.

The members of the class of 1916, Portsmouth High school, elected the following officers today: President, Charles Gray; vice president, Edith Moulton; secretary, Frances McCarthy; treasurer, Justin French.

TELEPHONE 168

Orders Filled Promptly

THE STORE OF QUALITY

THE STORE THAT SATISFIES

The Criterion of Fashion

Formerly "Toilettes" is a book of interest to every woman, showing the styles of the present time. Takes you to Paris and New York, via photographs.



The New Fashion Authority

is the biggest value you've ever seen for a nickel. It tells you just what you've longed to know and needed to know about all sorts of fashions in women's clothes from hats down to shoes.

Some of the Choicest of the New Dress Goods for Fall are Now on Display.

Every day brings fresh arrivals—the most stylish fabrics of the home markets, together with beautiful productions of foreign looms, are much in evidence and the prices throughout are uniformly moderate.

42 inch Serge, Colors Navy, Green, Garnet and Black, 59c Yard.

48 inch Serge, Colors Navy, Gray, Garnet and Black, 75c Yard.

36 inch French Serge, Colors Navy and Black, 59c Yard.

44 inch French Serge, Colors Old Blue, Navy and Garnet, \$1.00 Yard.

54 inch Broadcloth, Colors Olive Green, Navy, Black and Dark Gray \$1.37 Yard.

54 inch Broadcloth, Imported, black only, \$2.75 yard.

Corduroys at \$1.00 and \$1.25 Yard, Colors Navy, Copenhagen, Brown and Black.

SILKS

Messaline Silk, all colors at 50c and 75c yard. Crepe de Chine, Colors White, Black, Tan, Light Blue, Pink and Lavender at \$1.00 and \$1.50 yard.

Silk Popeline, Colors Gray, Brown, Copenhagen and Navy, \$1.25 yard.

Chien Silks, all colors, 50c yard. Viscella Flannels in a big variety of Colors, Checks and Stripes, at 75c yard. Heavy Coatings and Linings of all kinds.

RYE NEWS

The Jolly Old Farmers are already getting busy for their first of the series of old fashioned dances to be given in Rye town hall on Friday evening, October 3. Everybody is eagerly anticipating a pleasurable evening, for the Jolly Old Farmers are "some hosts". All the old fashioned dances such as Lady of the Lake, nine pins, plain quadrille, cotillon two step, Virginia reel and Portland Fancy, will be indulged. Refreshments will be served at intermission by Caterer Baldwin A. Reich of Portsmouth. Hoyt and Rowe will furnish the music. There will be late cars to Rye Beach and Portsmouth after the dance.

The Ladies Aid of the Congregational Church will hold their first social in the vestry of the church this evening. Supper will be served at 6.30 and followed by an entertainment.

The Sunshine Society of the Christian church will hold its annual business meeting and election of officers on Wednesday evening, Oct. 1, in the chapel of the church. A full attendance is desired. Plans for the coming year are to be made.

Mr. Ernest O. Foss returned on Monday after spending two weeks in Rhode Island and Connecticut cities.

AUTOMOBILE REGISTER

The office of secretary of state is issuing a list of all automobile registrations that have been made up to Sept. 1. The list includes all resident licensees up to No. 7500, also about 1200 non-resident licensees, and those included in the neutral zone. This zone is a stretch of 15 miles in width on the border of the state and is intended for those who have business across the border. In the complete list there are 150 commercial registrations and 190 dealers.

MILINERY OPENING.

To the Ladies of Portsmouth and vicinity—You are cordially invited to attend our fall and winter display of millinery. Copies of Paris models by our designer, Madame Clauvelot of New York City. All the very latest fads and material in the millinery line will be exhibited on Thursday and Friday, Oct. 1 and 2.

THE MISSIES FLYNN.

11 Congress Street.

CREW ABANDONS
BURNING SHIP

British Freighter Templemore
Overhauled and Crew
Taken Off.

Baltimore, Sept. 30.—The British steamer Templemore for Liverpool, Sept. 27, was on fire last night. In lat. 32.37 north, long. 65.26 west. She sent out a call for immediate assistance, and at 2.50 a. m. today the steamer Arcadia from Hamburg picked up her crew and is proceeding to Baltimore.

This information was contained in a wireless dispatch received here from Captain Boldt of the Arcadia.

The Templemore, which is a freighter of the Johnston line, carried a crew of about 52 officers and men and was on a cargo of merchandise at this port valued at \$200,000. She was built in Belfast, and launched in February, 1894. She was 161 feet in length, 48 feet beam and 25 feet molded depth.

Hosiery & Underwear

Medium Weight for Present Wear

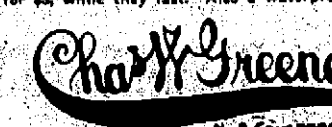
Ladies' Fast Black Hose, 4 Pnd heel and toe	Women's Medium Weight Jersey Vests, short, elbow or long sleeves
12 1-2c Pair	25c
Ladies' "Cadet" Hose, black or tan, heel and toe, ribbed or garter top	Women's Medium Weight Jersey Drawers, knee or ankle length
25c Pair	25c
Children's Ribbed Hose, tan or black	Women's "Harvard Mills" Jersey Vests, all styles
10c Pair	50c
Children's "Cadet" Hose, knee, heel and toe, tan, black or white	Women's "Harvard Mills" Jersey Pants, knee or ankle length
25c Pair	50c

L. E. Staples, Market St.

GREENE'S SHOE ITEMS

We repair your shoes at short notice. Best of stock and workmanship. We have everything for the shoe—Taps, Nails, Heels, Doves, Patties, Arches, Traces, Innersoles, Etc.

I have a special shoe for men, leather lined, Goodyear welt, gun metal upper, for \$3, while they last. Also a waterproof shoe, guaranteed, at \$2.



No 8 Congress St.

ELLIOTT STATES HIS POSITION

(Continued from Page 1.)

thing for which there is a demand in society, on which society or some individuals of it set value; and again, "To produce such things in response to the demand and to distribute them to those from whom the demand comes is the undertaking of business."

The transportation, or the distribution of the numerous products of New England and of her food and fuel in a most important business, not only in itself but in its relations to all other forms of business and to society generally. Some of my friends in New England, New York and Philadelphia have asked me to come back to the East and to help in the development of this great transportation business, and I am very glad to come, although I realize that I am taking up a heavy load and trying to solve a difficult problem.

My experience for thirty-three years has been west of the Mississippi River where some of the conditions are very different from those in New England, but where some are much the same. At points in the West there are, complicated and congested territories—Chicago, St. Louis, Kansas City, Omaha, Denver, St. Paul, Minneapolis, Duluth and Superior, Spokane, Portland, Tacoma and Seattle. In places the tracks are insufficient for the number of trains moving over them. There are branch lines that cannot earn enough to pay expenses, to say nothing of taxes and a return on their value. There is complaint and discussion in communities about facilities, rates and service. All of these conditions exist in New England.

The growth that has come and is coming to that great area west of the Mississippi River will have a reflex action and a great effect on New England, and there are certain facts that are most interesting. Minnesota, where I have lived for the past ten years, is a beautiful state with many natural resources. It is large enough to include within its boundaries all of the New England States; in that State the last census reports 2,075,000 people as compared with 4,550,000 in the New England States.

The beautiful States of Idaho, Washington and Oregon, only just beginning their majestic development, have an area of 250,000 square miles and less than 2,000,000 people. Australia—New South Wales—has 201,000 square miles and nearly 60,000,000 people. Minnesota, Idaho, Washington and Oregon are as capable of supporting, in due time, as dense a population as New England, and New England can support as dense a population as Australia—New South Wales.

What does this mean? It means that the West must and will grow, but it also means that New England must and will grow. A stable, prosperous and happy people in the Mississippi Valley and between there and the Pacific Coast means an increasing purchasing power for those things that New England makes, and an increasing demand upon her intellectual and financial capacity. With the growth of New England every agency that is connected with and necessary to that growth must grow too. It means an increasing number of her sons and daughters to return each year to her schools and colleges, and to enjoy her beautiful sea-coast, lovely valleys and picturesque hills and mountain country.

When I decided to come back to my old home in New England some of my friends said, "Why leave this great and growing West for a country that is developed and finished?" I told them that in my judgment there was going to be just as much growth and development in New England in the next twenty-five years as anywhere else, and there will be if the intellectual and financial ability of the men in New England can co-operate unselfishly with that growth in view. I told them that I had a great love for New England, and that, strong as was my feeling for the West, the idea of spending the last years of my life here, where my relatives and life-long friends are, and where my children are going to school and college, appealed very strongly to me.

"There is an old saying that reads: 'Man's work lasts till he is dead; woman's work is never done.' This is true of the railroad. Its work is never

done. Men may think they have provided sufficient transportation facilities for years to come, but the growth of the country is so great that things that looked far too big a few years ago are not too big now. For every dollar of gross earnings produced by the railroad there is a value in the plant used of nearly \$6.00 upon which owners are entitled to a fair return. For every increase of \$1.00 in gross earnings which reflects the increase in general business in the country there must be provided by someone more than \$6.00 of new capital for increased and improved facilities.

For New England to grow as she will in common with the rest of the country she must have a comprehensive, adequate and safe system of transportation. The new capital needed in this section for each increase of \$1.00 of gross earnings will be greater than the average in the United States because of more perfect and luxurious service demanded.

An indication of the large sums needed by the railroads in the United States is the fact that nearly \$700,000,000 will be required to replace wooden cars with steel; to equip the railroads with suitable signals will cost nearly \$300,000,000; or nearly \$1,900,000,000 for these two moves in the direction of safety; and in addition a great amount of money should be spent for better track, bridges, stations, grade separation, etc.

To have a safe, adequate and smooth running transportation machine in New England is just as important to her future growth as to have adequate banking facilities, adequate commercial organizations, and a sensible, wise and honest public opinion that will be reflected in a government that will not be swayed by the whims, prejudices or fads of the moment. To perfect that transportation machine, to keep it ready to serve, to operate it safely and economically and in harmony with the public, is a very interesting and complicated problem, worthy of the best intellectual effort of any man. To solve it right will require much patience, work and money from those both in and out of the railroad service, and the problem appealed to me very much when some of my friends told me the very high compliment of asking me to come back and help. I have a deep feeling of duty and of pride in my profound responsibility to the end to help make the transportation machine here more satisfactory, and so I have come here to devote the best that is in me to this great service.

It was my good fortune to work for twenty-three years in the Chicago, Burlington & Quincy, first posted out into the West by one of the pioneer railroad men of the world and one of that fine type of men of whom New England has produced so many—John Murray Forbes. And then later on that road was further developed to a very high degree by another very fine type of New Englander who had one of the ablest intellects in this country, and who devoted forty years of his life to the work—Charles Elliott Perkins. He realized to a very remarkable degree the fact that, in the long run, the railroad that is making transportation, and the people who are buying transportation must consider the interests of each other and work together. He also realized that character, high purpose, scrupulous honesty, not only as to money, but as to statement and point of view, were absolutely essential to the real welfare of the country and of the railroad that was trying to serve it. Yet with all this he was human and able in understanding the rights of the owners who had risked their money in building railroads, and he pointed out in many economic the fact, stated by Professor Baldwin, that the distribution of products or things was business just as much as the production of things was business. Some of the difficulties and inadequacies of the transportation machine of the United States today are the result of drifting away too far from the idea that transportation is business, which, in the long run, must be governed by the same great human and natural laws that affect all human affairs.

In saying this I do not wish to be understood as meaning that there should not be supervision and regulation of the great public service corporations, and that changing conditions do not make necessary changes in method and in law. But I do say that care should be taken not to have that supervision and regulation go so far that it practically takes the real power of management away from those who have invested their money

Merkle, Giant First Sacker, Says His Bonehead Plays are Canned



New York, October 1.—Of course it will never be called anything else but "Bonehead" Merkle, the earned his title back in 1908 when he failed to touch second and the Giants lost the pennant, but Merkle has done a lot of snappy playing since then to live

in the business. So long as they have their money invested, so long as they are responsible for the financial results, so long as they give adequate, reasonable and safe service at rates that will permit of gross earnings sufficient to pay expenses, taxes, interest on debts, take care of depreciation and obsolescence and pay a reasonable return to the owners, they must have the right to decide many important questions, particularly those relating to the details of service, the organization of the staff, and the rules and regulations under which the staff and employees must work to produce the greatest efficiency and safety.

A public opinion that will improve officers and men with the fact that reasonable rules and regulations in the interest of safeguarding human life and of efficient operation must be made and obeyed, and that with punishment will be meted out to all, whether directors, officers, or employees, whether members of labor unions or not, who fail to respond to that public opinion, is of vital importance to the welfare of all. Sentiment of this kind and loss of interest demand for high speed will do more to insure safety than steel cars and automobile signals.

And then, after twenty-three years of service on that great C. B. & Q., and a close association with Mer Perkins during a large part of that time, I was equally fortunate in working under and with another most remarkable man who has made a lasting impression, not only on the Northwest, but on the whole country—James Jerome Hill. Mr. Hill has a peculiar faculty of being able to look into the future, of gauging the growth of the country, and of foreseeing how business will develop. He was the leader in promoting the idea that seems very strange, but was long neglected and even now is neglected, namely, that the efficient use of the railroad and the elimination of waste in operating the railroad are absolutely necessary if, in a country as large as the United States and as populous and prosperous as it is and will be, food, clothing and shelter are to be provided at a minimum investment of capital and at a minimum charge to the public.

Here in New England, as much as in any part of the country, the teachings and inspirations of these two great masters of the art of transportation are of vital importance. Here are the most complicated relations between the railroads and those that they are trying to serve. Here is the greatest necessity for the elimination of all waste and loss motion. Here, because of the extreme difficulty, both financial and physical, of improving and adding to the capacity of that machine the most efficient use of the transportation machine is absolutely essential. Any man who has been fortunate enough to receive the benefit of training under and with these two men has had an experience of priceless value to him in doing his daily work.

During the last five years I have tried throughout the West to present the railroad side of the transportation question. Some have criticized me and said my motive was purely selfish and that all I was after was increased earnings for the railroads. These critics did not look quite far enough. It is true I had that point in mind, as any honest trustee for other people's property should have. But I also had in mind a much broader question, namely, that the country can not attain its best growth unless the people can be made to see that adequate and safe transportation is absolutely necessary, and that it can not be obtained

the title down and he's counted on to show something fifty in the world's series. His hitting this year has set back in the variety to set the Hudson river on fire, but his playing of the initial corner is high class.

through private ownership unless, under honest management, enough money is earned to pay approximately the same return to the investor as is received by investors in other classes of business in the same territory; and in addition lay up a fund to provide for bad times—when earnings are poor. If we are to continue to have privately owned railroads supervised and regulated by governmental authority, and if we are to avoid ownership by the government, the owners and users of the railroads must all work together. Personally, I do not believe in governmental ownership in a country like the United States where our political methods are still in need of improvement.

The policy of the Government—national and state—during the last twenty-five years seems to have been to decide rate questions in the great majority of cases in such a way that rates were rarely advanced and generally were reduced—and to introduce rules, regulations and methods that increased expenses. I am not contending at this time that this policy was and is wrong—or that control and restraint by Governmental authorities should cease—although something could be said about that great question. I do, however, want to make a plea that coupled with restraint and control there should be protection to the owners of the securities. The Comptroller—both state and national—naturally feel the great pressure of the millions of users of the railroads for reduced rates and increased facilities. But if the rates continue to decline, or even remain on the present level, and if expenses are increased by higher wages and cost of materials, and by the introduction of different appliances and facilities more rapidly than the roads can obtain money, then there is but one result for some of the railroads of the United States—and that is bankruptcy. This will naturally be preceded by a desperate effort on the part of the management to postpone that evil day as long as possible by stopping every improvement and betterment that can be stopped.

I believe the Commissioners—who have such great powers—realize their responsibility to the owners of the properties as well as to the users, and I hope earnestly that they will give practical evidence of their realization by permitting some advances in rates. Let us look for a minute at a few facts about the great transportation machine made up of the New Haven and New England lines and associated properties. There are 7974 miles of railroad and 14,176 miles of track. Of the track 29 per cent. is in Massachusetts; 20 per cent. in Connecticut; 14 per cent. in Maine; 13 per cent. in New York; 12 per cent. in New Hampshire; 6 per cent. in Rhode Island; 4 per cent. in Vermont; and 2 per cent. elsewhere.

There are 3187 locomotives, 888 passenger cars, 79,522 freight cars, and 3541 wreck cars. These units of rolling stock, which aggregate more than \$4,000, if coupled together, would occupy about 750 miles of track, or make an unbroken train which would stretch from Vanceboro, on the Canadian border in Maine, through Portland, Boston and New York to and beyond Philadelphia. Then there is the marine equipment of 210, steamers, tugboats, etc.

But this rolling stock is not standing still. Each year the locomotives pay about \$6,000,000 miles; the passenger cars move 220,000,000 miles; and the freight cars move \$21,000,000 miles. The total mileage of these units of equipment is 2,500,000 miles per day,

or more than 100,000 miles every hour. These impressive figures are even more impressive when used as an index of service in carrying passengers and freight. Each year the New England lines and associated properties, including the steamboats and electric lines, carry 252,000,000 passengers, a number which is more than double the entire population of North America. Expressed in other terms, the New England lines hourly transport 30,000 people.

The figures for the volume of freight business indicate an immensity of transactions which few appreciate. Every year 78,000,000 tons of freight are carried—2600 tons every hour. The complexity of this problem, however, is not indicated by the tonnage alone. In connection with its movement 12,500,000 way-bills are issued. Each way-bill, however, usually covers several items, and it is estimated that the number of freight transactions in a year is 11,000,000—141,000 for each working day, or nearly 5875 for every hour of the day. Is it to be wondered at that some shipments go astray or that some freight is damaged?

The unusual character of the railroad business of New England is apparent when the returns for the New Haven road are compared with those for the entire United States. Considering all the railroads of the country as one system, two tons of freight are transported to every passenger. On the New Haven road alone, the ratio of freight to passenger business is one-third of a ton to one passenger. The passenger density of the New Haven road is more than six times as great as that on all the railroads of the country considered as a system. These figures show the marked preponderance of passenger business in New England. Through the Boston South Station alone 195,000 people pass daily. The passengers passing through one station each week equal the total population of Boston.

To have this great transportation machine work smoothly with the fewest points of obstruction and interruption—the least amount of friction, and with the greatest harmony among all its constituent parts means, in the long run, the furnishing of the best transportation service to the people of New England.

The operating revenues of all of the properties were for the last fiscal year in round numbers \$155,000,000. The operating expenses were \$112,000,000. Of operating expenses approximately \$6,000,000, or 50 per cent., was paid in wages; an average payment to each employee of about \$700.00 a year. The remaining 41 per cent., or \$48,000,000, was paid for fuel, supplies, etc., but a large part of it goes indirectly to labor engaged in the production of the materials purchased. This large pay roll is an important factor in the communities served by the properties, as much of the money finds its way each month to merchants and others.

The total taxes paid by these properties was \$7,640,000, a very substantial contribution to the funds for carrying on the government.

But the people of New England have other interests in their railroads. Not only is the railroad service a vital part of the social organization, but its earning power as well affects a large and widely distributed number of investors. The number of security holders of the New Haven and New England lines and associated properties is estimated at 60,000. The great majority of them live in New England. Of the stock of the New Haven road 86 per cent. is held in Massachusetts, and the stockholders in Massachusetts constitute 48 per cent. of the total. Connecticut holds 19 per cent.; New York 32 per cent.; and Rhode Island 3 per cent. Of the remaining 10 per cent many shares are held by residents of New Hampshire, Vermont and Maine. Of Boston & Maine stock 88 per cent. is held in Massachusetts, by 66 per cent. of the stockholders; and only 3 per cent. of the shares is held outside of Massachusetts, New Hampshire and Maine.

To maintain and operate this great transportation machine requires the services of from 50,000 to 100,000 men (92,782 on last payroll). These employees and these investors are drawn from all walks of life. They are human beings with hopes and aspirations and joys and sorrows. The livelihood of employees necessarily depends upon the return from their labor and this in turn depends upon the prosperity of New England and the railroads of New England. In a smaller degree the comfort and well being of many investors depend upon the return from their investment, and this also depends upon the prosperity of New England and of her railroads. These investors and these employees, with their families, on the basis of four to one, make 640,000 people, or nearly one-tenth of the population of New England. Should not their rights, comforts and feelings be considered carefully in the current tempestuous discussion in regard to the New England railroads?

The stockholders of the three important New England railroads, the New Haven, the Boston & Maine and the Maine Central, have selected forty-eight men to act as their directors. These directors are interested in the welfare of the roads they represent, and of the country that these roads are trying to serve. They exercise the final powers of management, and can approve or disapprove the action of the officers, and can direct them. They cannot know all details and they must rely largely on the reports and recommendations of the officers on whom rests the first responsibility of careful investigation of the problems of management. They demand that the officers give their undivided time and

(Continued on Page Four.)

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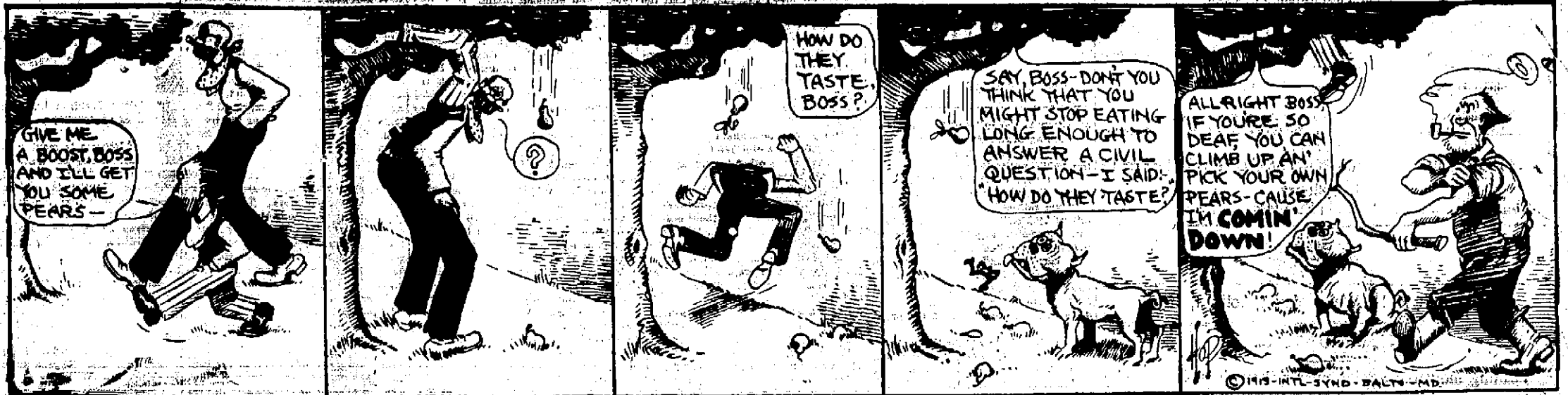
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SUPREME COURT TO PASS ON POLICE COMMISSION BILL

Nashua, Sept. 30.—Arguments were completed in the hearing to agree upon the facts in the case of the deposed Nashua police officers and the police commission of that city, yesterday afternoon.

Attorney Jackson for the commissioners argued that the sole question was whether the legislature intended to abolish both the commissions and the police departments in the cities and towns affected by the act of 1913. He contended that it did, and quoted from a number of references bearing upon cases of a similar nature to substantiate his claim. He said that Attorney Watson, for the police officers, had failed to note the most striking feature of the new act, Section 4, which said that the commissioners should appoint such officers as were necessary to constitute the police department. He said that the same section of the old law differed in that it fixed the personnel of the department.

He stated that another material difference was the power invested in the new Nashua commission which allowed it to fix salaries. Attorney Jackson said that the police commissions in the towns and cities affected by the act of 1913 were all created by special acts and that the present law was intended to nullify them. He said that the question was: Did the act of 1913 repeal all other laws? If the law was intended to

control the cities and towns named it was the only law. He claimed that without a police commission there could be no police force in Nashua and that the two could not be separated.

If the members were appointed to serve during good behavior the legislature could at any time repeal or change the law, that there was no occasion to change the personnel of the commission unless the personnel of the force was to be changed.

Attorney Jackson said that if, as Attorney Watson had claimed in the course of his argument, Section 4 of the act of 1913 applied to the increase of and filling vacancies in the force, the former would have no place in the law. That there was no intent to limit its powers and if it was intended to continue the present force they would have been protected by a saving clause in the law.

That the act was not, as claimed by Attorney Watson, an amendment to the charter of the city of Nashua or the legislature would have so specified. He claimed that there was no question but that the act of 1913 was intended to repeal existing acts and abolish commissions and police departments.

At the close of the arguments Judge Kivel took the matter under advisement and it is understood, make a ruling some time next week.

closest. She did not hear him approach while she was seated at the table she says, and did not recognize him until after he had gagged her and stifled her outcries. While she was tying her hands behind her back she says her father declared he intended to kill her. After he had thrown her upon the floor he turned on the gas and locked the door before leaving the place.

It was almost an hour before Miss Whalen, who began pounding on the floor with her feet, attracted the attention of another woman in the house and this latter notified employees of a store on the street floor who broke into the apartments and found the girl.

As soon as the police received word of the affair a general alarm was sent out policemen began searching the city and the suburbs for Whalen.

WOMEN WILLING TO TAKE PLACE IN RANKS

Vienna, Austria, Sept. 30.—Women are taking an active part in the fighting in Albania, according to dispatches received here from Avlona, the Albanian capital.

Many Albanian women, armed with hatchets, fought heroically shoulder to shoulder, with their husbands and brothers during the street fighting at Dibra, on Sept. 2, when 1200 Serbians were killed and 300 taken prisoners and the town fell into the hands of the Albanians. The prisoners were sent under escort to Tirana.

The battle in the vicinity of Dibra both before and after its fall, was of the most desperate character.

The women of the Greek race in Southern Albania also are displaying a warlike spirit. At Koritza, which is held by the Greek troops, 60 girls have formed themselves into a company which is drilled by Greek non-commissioned officers. The women declare they would sooner die fighting than permit Koritza to be incorporated in the state of Albania.

TARIFF RATES LOWEST FOR THREE-QUARTERS OF CENTURY

Washington, Sept. 30.—The rates of the tariff bill as it comes back to the House for approval, proposes a lower taxation than any tariff bill in the last three-quarters of a century.

Representative Oscar W. Underwood, Democratic leader of the House in the opening speech today, in support of the conference report on the tariff bill, said: "The bill as it is now before the House is lower in its rates than either the bill that passed the House or the bill that passed the Senate, for the House conference accepted all but three or four of the reductions made by the Senate, while the Senate receded from one-half of its increases. This tariff bill, with its 26 per cent average is almost as low as the famous Walker tariff, which had low duties on liquor and tobacco. Besides its great reductions on articles of general use this bill places many of the necessities of life on the free list or gives them very low rates of tariff."

Average Tariff 26 Per Cent.
Representative Underwood's statement was greeted with applause from the crowded Democratic side of the House. In contrast with the average tariff of 26 per cent ad valorem in the Underwood-Stannard bill, he said the existing Payne law has an average of over 40 per cent and the Wilson bill passed by the last Democratic Administration had an average of over 39 per cent. The revenue under the law, Mr. Underwood said, would yield a surplus of \$13,000,000 over estimated Government expenditures in 1916. He gave the House the Treasury expert's

figures, made public yesterday, showing that the total Government revenue in 1915, would be \$1,026,000,000, expenditures \$1,008,000,000; surplus \$18,000,000.

Democratic Pledges Fulfilled.
"After three years of battle, today the Democratic party is prepared to keep its pledges to the American people," continued Mr. Underwood. "No matter what criticisms our adversaries may have of this bill, no matter whether they believe it wise or workable, no man can deny that the representatives of the American people can sit stilling the Democratic party in Congress have kept every pledge made four years ago and two years ago in reference to the reduction of tariff taxation. I do not believe there is any danger of this tariff working an injury to the great producing interests of the United States. They have a the most been surrounded by artificial conditions. This bill will force them to modify and change these artificial conditions to bring about their business down to a sound and safe level. But I believe the country has not waited for this bill to accomplish that readjustment of business. Seeing the inevitable change of tariff, business interests already have prepared for the situation. When this law is passed in duty and finance in the United States will move forward. I believe an era of prosperity and progress is ahead of us. If it does come and my expectations are realized today will mark the end in this country of the principle of a protective tariff for personal greed."

MINER ENTOMBED FED LIQUOR FOODS

Centralia, Pa., Sept. 30.—Rescuers were still hard at work this morning trying to save the life of Thomas Hosheesky, the miner, who was entombed last Friday night in the Continental mine of the Lehigh Valley Coal company. A hole has been bored through the wall of coal behind which he is imprisoned and early today a tube was inserted. Through this tube he is being given food. Last night a bottle of milk was worked through the hole to him and today after the tubing had been repaired to prevent the hole from closing, he was served with milk and eggs.

The slow work in reaching the entombed miner is due to the constant shifting of the large quantity of coal and refuse that closed him in. When the fall of coal occurred it was believed that Hosheesky was buried beneath it, but efforts to reach him were not abandoned. Late yesterday rapping was heard and the rescuing party redoubled their efforts. A lot of coal must be removed before the breast in which Hosheesky is confined can be entered. It may be night before he can be reached. The man was once before entombed, a fall of coal in a mine at Ashland holding him prisoner for many hours.

TO STOP LIVING NEAR THE CANAL

Philadelphia, Sept. 30.—Dr. Leo J. Rowe of the University of Pennsylvania, one of the representatives of the United States on the International Claims Committee established under the treaty of 1903 with the republic of Panama, returned here from Panama last night. In a statement on the work of the committee he said: "The decision of the United States to acquire title to all the land in the Canal Zone involved much more than the expropriation of a large amount of property. The policy adopted by the Government of the United States was not only to acquire title to all the land in the Canal Zone, but also to depopulate the zone. In other words, the thousands of small farmers who had for many years cultivated small tracts of huckle land as a means of livelihood were to be driven from their homes. This involved the necessity of passing on a great number of claims for damages. It is a source of great satisfaction that practically all the decisions of

the committee were reached by unanimous agreement. The closest possible cooperation existed between Panamanians and the American commissioners."

HAS 860 MIDSHIPMEN
Enrollment at the Naval Academy the Second Largest in the History of That Institution.

Annapolis, Md., Sept. 30.—With the return to the Naval Academy today of the 856 members of the first, second and third classes, the academic year opens with a total enrollment of 860 midshipmen. Only once before in the history of the institution has the brigade been so large. This was in 1905, when there were 881 youths present on the opening day.

VICE PROBERS AT WORK AGAIN
Private Subscriptions Make Possible Resumption of Illinois Investigation

Chicago, Sept. 30.—Private subscriptions have made possible the resumption of the investigation of the activities of the vice committee. Lieut. Gov. Barrett O'Hara, the chairman, announced today that the committee ceased its session three months ago when the po-

litical appropriation of \$10,000 was exhausted. The committee will renew its activities following the making of a report of its investigations to the state, which will claim that as a result of the committee's work the wages of 100,000 girls have been increased in seven states and 34 states have taken some action toward bettering the working conditions of female help.

WOMEN'S CLUBS IN ANNUAL CONVENTION

Lebanon, Sept. 30.—Not in the history of this town has its hotels and homes sheltered so large and distinguished a body of women as those who gathered here for the opening of the 18th annual field meeting of the New Hampshire Federation of Women's Clubs.

Representatives are here from all the leading clubs of the state together with those from Maine, Massachusetts, Vermont and the broad net of women's organized endeavor. The meeting is held here by invitation of the Vega club of this place, having an active membership of 180 members and the Fortnightly club of West Lebanon, with membership of 80. Every possible arrangement for the convenience and comfort of the guests has been made. Headquarters are at Hotel Rogers. The initial meeting last evening in the Congressional church, where all the meetings will be held, filled that spacious edifice to overflowing. On the platform were seated Miss Jennie M. DeMott of Dover, president of the State Federation; Mrs. Annie B. Shepard of East Derry, vice president; Mrs. Harriet B. J. Perkins of Somersworth, second vice president, and Mrs. Clara A. Bryant, president of the Vega club. The meeting was called to order at 7:45 o'clock. The invocation was pronounced by Rev. Grant L. Shaffer, pastor of the church.

Welcome Delegates
Vocal solos by Charlotte Flinn Hall, with Mrs. F. C. Churchill accompanying, were followed by the address of welcome given by Mrs. Bryant, president of the Vega club, and response made by the federation's vice president, Mrs. Shepard of East Derry.

MARINE ARRESTED ON A SERIOUS CHARGE

Private Driller, a marine attached to the naval prison rifle team, was arrested at Wakefield, while the team was there on complaint of the Bryant girl who was picked up here last week. The young girl who was a dependent child in one of the Massachusetts institutions, claims that she was seduced by the marine who took her to Lowell, and that she had followed the marine to this city. The girl was picked up by officer Shannon and later turned over by Marshal Hurley to the social worker, Miss Bash. The following day a woman from the institution arrived here and the girl was taken to the yard, but the marine was then at Wakefield. She followed with the girl and the arrest followed.

POLICE COURT

Maude Cummings, and Archie Buell, both of this city, were arraigned before Judge Torrey in District Court, on Tuesday, charged with statutory offenses. They were arrested on Tuesday morning in a raid on a house on Todd street. Buell is married and he was held for the October term of court in \$100 bonds. The Cummings girl was fined \$20 and costs and sentenced to three months in the county farm. The jail sentence was suspended on payment of taxes.

TO PLAY THORNTON ACADEMY

The high school football team will play the Thornton academy at Saco on Saturday and the boys will have a hard battle. They were given a good work out Monday and again today will have hard practice.

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Offers meals with hot and cold water for \$1.00 per day, but all meals in the hotel.
Rooms with private baths \$1.50 per day and up; suites of two rooms and bath for \$4.00 per day and up.
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THE MYSTERIOUS CASE OF VIOLA WHALEN

Haverhill, Sept. 30.—This morning Viola Whalen was again found bound and gagged in the sitting room at her home on Winter street. The room was filled with gas, which was escaping from an open jet.

The discovery was made by employees of a store on the street floor who were summoned by one of the inmates of the apartments adjoining those occupied by Miss Whalen and her mother, Mrs. Mary Whalen. Mrs. Whalen was partly unconscious but after being attended by City Physician H. M. Crittenden soon revived, although she is still suffering from the effects of the gas she had inhaled.

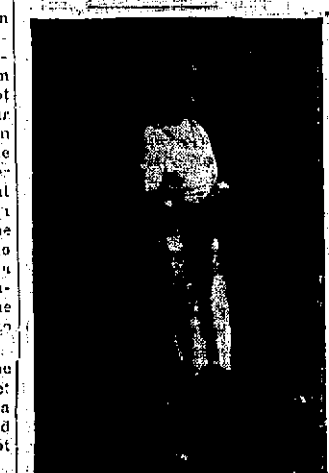
The story told to the police was that this morning she was seated at a table reading, when her father slipped behind her and fastened a woman's stocking over her mouth, after which he tied her hands behind her back and throwing her on the floor turned on the gas jets in the room and left.

The police have been searching for her father, George Whalen, for the

past week. Miss Whalen having been found and gagged and almost suffocated to death by her mother, one evening when she returned home from work. Mr. and Mrs. Whalen have not lived together for the past four months. Mrs. Whalen came here from Exeter, N. H., where, based upon the story told by her 15-year old daughter, Viola, she had sworn out a warrant for the arrest of her husband on a serious charge. The father at the time of the first assault a week ago was accompanied by an unknown man who aided in the assault. The daughter says that her father at that time declared he would kill her, owing to the story she had told.

Last night Miss Whalen says she saw her father on Emerson street and notified the police, but as only a meagre description was obtained, and as Whalen was not known he was not discovered.

Miss Whalen told the police that she believed that after her mother went to work this morning her father entered the house alone and hid in a



EDITH THAYER IN ARTHUR HAMMERSTEIN'S NEW COMEDY OPERA "THE FIREFLY" AT THE PORTSMOUTH THEATRE WEDNESDAY OCT. 2.

NO EXTREME CONDITIONS
Month of September Was Only One Degree Cooler Than the Average—Closing is Chilly

A prevailing six-mile northeasterly wind throughout the night and the greater part of Tuesday infused into the atmosphere a raw chill. The temperature was steady at 54 above from midnight up to 11 o'clock. The present month closing Tuesday marked no extreme conditions in the way of weather for a month of September, except that it was one degree cooler than the average. The average maximum was 69, the average minimum 54.3 and the average mean 61.8 above. The total fall of rain for the month measured 2.63 inches, compared with the normal of 3.15 leaving a deficiency for the month of .48 of an inch.

CHRIST CHURCH
The usual week day services at Christ church will be omitted this week.

THE WHITE STORE

THE STORE OF NEW MERCHANDISE
EVERY WOMAN WILL ENJOY SEEING THE NEW THINGS WE HAVE FOR EARLY FALL WEAR.

New Goods are arriving daily, and the dainty new concoits of Fashion will prove a pleasant surprise to every visitor. We prefer to have you see these charming new styles with your own eyes rather than try to describe their rare attractiveness to you.

We have the styles in SUITS, COATS, DRESSES, WAISTS, FURS, ETC.

Now is the time to see them!

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The Portsmouth Herald

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FOR PORTSMOUTH AND PORTSMOUTH'S INTERESTS

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Portsmouth, N. H., Wednesday, October 1, 1913.

Signs of the Times.

Leading industrial establishments throughout the country are seriously going in for welfare work among their employees, according to a report just issued by the United States bureau of statistics. The physical well-being of the worker is today being looked after by employers in various ways. He is given access to hot water in spacious and sanitary lavatories. Room is provided for the toilet to eat his noonday meal in rest and comfort. Some establishments maintain restaurants where the workers get meals reasonably. Rest rooms are maintained for women. Medical service is provided free and promptly for all. This is a welcome attitude on the part of employers. It will do much to prevent the economic waste incident to frequent strikes by removing a prolific source of labor troubles. Many a strike in the past was called by labor leaders for the sole purpose of bettering the conditions of the workers. Scant facilities for washing and other petty annoyances to which employees were subjected frequently were the bone of contention in a long and bitter industrial conflict.—Chicago Tribune.

Growth of Libraries.

The multiplication of public free libraries in recent years has converted the annual meeting of the Library Association from an enjoyable family party into an immense and formal conference. The change is not exactly of yesterday, but it coincides more or less with the burst of library building stimulated by the munificence of Mr. Andrew Carnegie. Judged by the amount of public money expended upon them, libraries take rank now among our leading public services. Whether the good that they do is a fair return for the expenditures upon them is more open to doubt. It is a sound ideal, and indispensable to a real national culture, that every considerable town should possess a central reference library, at which would be scholars and students of any subject may, as far as possible, have access to all books of serious value.—London Chronicle.

Rewarding the Faithful.

The matter of rewarding the faithful seems to be a rather difficult problem for United States Senator Hollis, if all reports are to be credited. Recently it is said that one of the Manchester progressives who was active in his behalf and helped turn the tide to victory, wrote to Senator Hollis in regard to securing a government position, in return for his services. The answer he received is said to have staggered him, as it was to the effect that he should recommend none but dyed-in-the-wool democrats. This being the case it would seem to afford but little consolation to some in this city, who have been looking with longing eyes for the shaking of the plum tree. Again it is openly stated that some of the appointments already made are not as pleasing to the rank and file of the democratic party as the party workers would desire.

Wipe It Out.

It is understood that a bill will be at once introduced in the Senate at Washington calling for the abolition of every form of slavery in the Philippine Islands. This follows a special report on the subject for the auditor of the Philippine government, William H. Phipps, which appears to confirm the emphasis of specific fact the recently published charges of Dean C. Worcester. The report of Auditor Phipps is startling in its particularity. Many cases of the buying and selling of boys and girls by Filipinos are cited, and the holding of youths and even men and women in slavery. The whipping post is established there as a means of correction and discipline.—Boston Post.

Candidates Are Early in the Field.

From present indications there will be no dearth of candidates for the republican nomination for Congressman for the seat now held by Congressman Eugene E. Reed. Already ex-Congressman Cyrus A. Sulloway of Manchester, who held the office sixteen years, has announced that he should try for the nomination. On Monday it was announced from Exeter that Col. Rufus N. Elwell of that town would strive to secure the nomination. Dame Rumor has it that several other well known gentlemen may strive to secure the coveted prize. While the primaries are a long way off, it looks as though there would be a strenuous campaign waged for quite a while in advance of that time.

ELLIOTT STATES HIS POSITION

Continued from Page Two

attention to the railroad business, and to working harmoniously with the patrons of the roads, the employees and the public authorities.

The report of the Interstate Commerce Commission about the New England railroad situation was submitted by Mr. Froudy on June 20, 1912. The important suggestions in that report will be taken up and considered very carefully and some conclusion reached as rapidly as practicable. Already some steps have been taken so as to have closer supervision of the details of the operations of the properties.

It is difficult to obtain the material things needed for the upbuilding of a railroad, but it is even more difficult to get men. No more important work faces the management than to create a staff of officers that can carry on this great work and have it an organized that when for any reason one man retires there is another to take his place. Equally important is the work of encouraging the great army of employees and of inspiring them with a feeling of loyalty to New England and to the railroad, and of making safe the conditions under which they work. Every effort will be made to build up a complete staff of officers and men from those now in the service and in New England, men who know the local conditions, and who will respond loyally to suggestions for the closest, most efficient and economical operation. These two pieces of work are even more important to the travelling and shipping public than to the owners, because the daily work of the railroad must be done, or people will starve, or freeze, and business stop. This daily work cannot be done right if officers and men are harassed and worried.

Let me not say in all consciousness, if service with the New England railroad has been attractive enough in the last few years to draw into it men who have any choice in selecting their life work. Will not better results be obtained if more consideration is given to officers and men in the service—men who are as good as those in other walks of life, and the large majority of whom are most anxious to do their duty? Is it not in the interest of New England to treat her servants in the railroad service so that the best talent in the country will want to serve? Mr. McDonald, his staff and employees are trying to accomplish results on the Boston & Maine and Maine Central; Mr. Hawks, his staff and employees will try to do the same on the New Haven road; Mr. Campbell is helping both in trying to adjust a complicated rate or price list so as to earn enough to give the prompt and regular service that all want. Mr. Kerr and his men are doing the same for the Ontario and Western.

I shall work with and through them men and try to have their knowledge and experience, as well as my own, used to the very best advantage for honest, economical management, and for efficient and safe operation.

All of us are animated with a high purpose to do our full duty, and we have no desire for self aggrandizement and self glorification. Our reward will come, if, in time, this complicated machine can be adjusted so that it will run smoothly, without friction, pay a fair return to the owners and become so much a part of the daily life of the public that no more attention is paid to it than is paid now to drawing water from a faucet or turning on an electric light.

Will we not advance the interests of New England, and the peace, prosperity and contentment of her people if we are careful to be temperate and accurate in our statements and criticisms of others, and if we try to follow the principle the patient Lincoln laid down when he said:

"I do the best I know—the very best I can; and I mean to keep right on doing so until the end. If the end brings me out all right, what is said against me won't amount to anything; if the end brings me out wrong, two angels swooping down right would make no difference."

I have faith in the future of New England and in the good sense and judgment of her people in arriving at the right conclusions when they understand and appreciate the real facts. I have hope that a better understanding of the railroad side of the problem will be brought home to the people, so that they can see the difficulties which directors, officers and employees in the railroad service are trying to overcome, and that the people will realize the sincere spirit which animates them in doing the best they can with a difficult situation.

Man-fashion, we must take the situation as it is and every the burden as well as we can. We must be thankful for the good things of the past, and try so to improve the situation that those who come after us will be thankful for some good work and not too uncharitable about the mistakes that will undoubtedly be made. We will try, however, not to make the same mistakes twice. It does not seem as if any positive beneficial results can be obtained by a lack of confidence and by continuous wrangling. If the people of New England cannot trust their railroad management, and if the railroad management cannot trust the people of New England, a situation is created that is unfortunate now and more unfortunate for the future and for our children and grandchildren, because so much needs to be done in the de-

veloping and upbuilding of the New England States. I believe we can all trust one another, and I for my part, will do all that I can, and see that the officers and employees of the various railroads do all they can to bring about that condition. Intelligent and wholesome criticism is asked for and expected, and such criticism is a spur to the management to be faithful to their trust and careful in their work. Important complaints about the railroad generally arise from: (1) A desire of one person or community to have better rates or better reduction of rates than have some other person or community. These complaints are very difficult to handle, because the railroad must consider all persons and all communities, and is sometimes blamed unjustly for not doing something that one person or one community wants, when if it did so act it would do an injustice and invite other and more serious complaints from other persons and communities.

(2) A desire of persons or communities for improved physical facilities, better cars, better stations, more and better trains, grade separations, etc. These complaints can be adjusted only by expenditures of very large sums of money, which, of course, can be obtained only by earning it or by borrowing it. Borrowing cannot continue indefinitely unless the rates received for service are sufficient to pay all proper expenses. It is, therefore, to the interest of everyone to realize that while he, or the community in which he lives, would like to have his or its particular facility improved, nevertheless, in the interest of New England as a whole, the general rate situation should permit earnings sufficient to meet the payments above described.

It is a disappointment of Theodore Roosevelt to say that for a part of his official life he seemed to be opposed to railroads and railroad methods as he understood them, and yet in one of his messages to Congress he used these words:

"It must not be forgotten that your railroads are the arteries through which the commercial life blood of the Nation flows. Nothing could be more foolish than the enactment of legislation which would unnecessarily interfere with the development and operation of these commercial agencies."

Recently, as a keen observer and student of public opinion, he seems to realize, as do many others, that there is danger that the people have gone too far in reducing the power of the railroads to make net earnings. He wrote a foreword article published in The Outlook of July 5, 1913, entitled "The Living Wage and The Living Rate." Two paragraphs in that article are pertinent to the New England railroad situation. The first is:

"That it must be a cardinal principle in dealing with honestly built and wisely managed railroads that the investor—the shareholder—is just as much entitled to protection as is the wage worker, the shipper or the representative of the general public. Unless the investor finds that he is to get a fair return on his money, he will not invest, and in such case not only will no new railroads be built but existing railroads will not be able to repair the waste, the wear and tear, to which they are subject, and will not be able to make needed improvements. All governmental action, whether by the legislature or the executive, should be conditioned upon keeping in view this fact."

And again, referring to the advance in rates requested by some of the Eastern lines:

"In the concrete case before us it is for the Commission to determine with strict justice to all parties how the relative and often conflicting demands of the shareholders, the wage workers, the shippers and the general public can properly be met. I am not discussing—I have not the knowledge which would warrant my discussing—whether the rates should be raised. If the facts do not warrant a raise, then the raise should not be permitted; but if justice and the interest of our people as a whole demand a raise in rates, then that raise in rates should be unhesitatingly authorized."

In managing a railroad, just as in any other business, different kinds of

talent and ability must be employed to safeguard the business—engineering talent, operating talent, commercial talent, and financial talent. In a very large business the best talent should be employed and the going prices for such talent must be paid. The management of the New England lines wants to use the best financial talent it can find to help it in raising the money needed. It wishes to employ those bankers, no matter where they live, who can do the work. It would prefer to employ bankers in New York and Boston who naturally want to help the development of the country and of the roads. The management of the properties will be more than pleased if New England bankers, banks and investors will furnish their full share of the money needed now and in the future, and will assist in obtaining that money in the markets of the world.

The greater the amounts needed the greater the need of expert advice and financial aid of the very best quality, because by training and experience bankers know where and how money can be obtained. With proper aid from bankers (the officers of the company will not have their attention too much diverted from the work of careful management, safe and efficient operation, and good service to the public.

Arrangements must be made between now and June 1, 1914, to pay off or renew obligations on the New Haven road of \$40,023,750, and on the Boston & Maine and Maine Central of \$22,000,000, and new money should be obtained for use in the next 18 months to buy equipment and make needed improvements: at least \$25,000,000 for the New Haven and \$15,000,000 for the Boston & Maine. The total of these requirements is \$115,000,000—and the best financial ability is needed to handle the matter, whether in New England, Boston, New York, Philadelphia, London, Paris, Berlin, or in all of these places.

Already with the aid of bankers in Boston and New York arrangements have been completed for obtaining \$57,552,400 for the New Haven road. The money is ready and will be paid over to the Company in time to meet its obligations if the Public Service Commission gives the necessary authority to the Company to issue securities for that amount.

New England can and will have the kind of railroad management and service to which she is entitled. Payment for this can be made in three ways:

(1) By some increase in rates.

(2) By the stockholders, who live in the country to be served, advancing the money.

(3) By borrowing the money needed, wherever it can be obtained. Probably a combination of all three plans is necessary at this time of crisis in the New England railroad situation. All are interested in helping to uphold the credit of New England roads so that money can always be obtained on the best terms.

If and when the money needed in furnished the management proposes to spend it prudently in improving and perfecting properties now owned. The management proposes to confine its activities to the transportation business.

The complete development of New England's varied resources has not been accomplished. This day is not far distant when to a greater extent than ever before the unused water power will supply the energy to turn the wheels of factories now here and those which will come with cheaper power and adequate transportation.

New England's farms must be re-peopled, and a change is going on even now. Progressive farmers and immigrants from Europe are teaching a lesson which should be heeded—namely, that agriculture and horticulture in New England can be revived and pursued with profit. In addition to this more animals fit for food should be produced. Modern scientific methods, together with hard work, patience and intelligence, should produce a greater proportion of the food which New England annually consumes.

More and more is this region becoming the summer playground for North America.

The more factories and industries, the greater agricultural development, the larger influx of visitors, all will mean more prosperity for New England, and for her railroads.

Boston and New England have a just pride in the harbor facilities here, and every reasonable step should be taken to build up this port and to help the movement of business via this port. The growth of the country back of the port is the best guarantee for the success of the port. Should capital be found that is willing to invest in gleamer lines sailing between this port and other parts of the country and of the world there will be no effort made by this management to discourage such investment. On the contrary, any movement that will help to market the products of New England, that will place them in greater quantities in the hands of the ultimate consumer will receive support.

As a boy in Cambridge, it was my good fortune, with three other small boys, to spend one afternoon a week with the Rev. Samuel Longfellow. He read to us, told us stories, and now and then took us to see his brother, whose writings are so full of humanity and good sense. The epigram Longfellow emphasizes in "Hyperion" is applicable to the present industrial and railroad situation in New England:

"Look not mournfully into the past, it comes not back again; wisely improve the present. It is thine. Go forth to meet the shadowy future with our fear, and with a manly heart."

New England has had a glorious past and has had a wonderful influence in the development of the whole

United States. She has great influence and power today. Her loyal, public-spirited sons have always taken their full share of the work in solving the problems of the country. Her own industrial and transportation problems will be solved, and all obstacles will be overcome if all will work loyally together for a greater New England, if all will exercise some of the self-denial and patriotism that Robert Gould Shaw displayed when he marched away to his death at the head of his troops to serve his country first and his family and himself second. Let us all work for the best development of all New England first, and not be swayed too much by the local or selfish interest of one community. The highest development and conservation of the resources of New England—country, town and city, especially the country—will, in the long run, mean the best development for the particular community in which any individual may be interested.

I appreciate very deeply the cordial reception given me by the people and the press of New England, and their kindly expressions and sentiment. Such friendly feeling between the people and the representatives of the railroad is most important and desirable, and will help to solve some of the problems. I hope most earnestly that the management of the railroad can act so as to deserve your approval in the future. I realize full well, however, that we must act as well as talk, in order to produce results. There is an old saying, "Fine words butter no parables," and we of the railroad will bear that in mind and be careful about making promises, and even more careful about carrying them out.

That picturesque poet of the Sierras—Joquin Miller—wrote a stirring poem about Columbus, his courage and steadfast purpose, and the discouragement of his men who complained and wanted to turn back.

"Behind him lay the gray Azores, Behind the Gates of Hercules; Before him not the ghost of shores, Before him only shoreless seas. The good mate said: 'Now must we pray, For lo! the very stars are gone, Brave Admiral, speak, what shall I say?'"

"Why, say, sail on! sail on! and on!"

"Then, pale and worn, he kept his deck, And peered through darkness. Ah, that night!

Of all dark nights! And then a speck— A light! a light! a light! a light! It grew, a starlit flag unfurled! It grew to be the light of dawn. He gained a world; he gave that world its grandest lesson, 'Oh, sail on!'"

And so in New England there is no good reason for doubt, and discouragement, but every reason to be steadfast, courageous, and to "sail on! and on! and on!" and put New England in even a higher place than she occupies today, morally, physically, agriculturally, intellectually, commercially, industrially and financially.

KITTERY

Breedy Items From the Village Across the River.

Whipple Lodge 1. O. G. T., meets this evening at Granite Hall.

A delegation from York Rethel Lodge went to Kittery Point this afternoon to attend the funeral of Mrs. Marcela Fiske.

Mrs. Helen A. Johnson of Love Lane leaves this week for New York to pass two weeks with relatives. She will be accompanied by friends from Dover.

Mr. and Mrs. Harry Linahan of Ellsworth Me., were recent visitors here, the guests of the latter's parents, Mr. and Mrs. Hollis Munson of Government street.

Mr. and Mrs. Elmer Peacock are to move from the Kernal House at Oak Bank to her mother's next door. The house to be vacated by them will be taken by Mr. and Mrs. Fred Shaw.

Charles L. Hinkley, Kittery driver for A. O. Bennett's store, Portsmouth, is on a two weeks' vacation, which, with his family, he is passing with relatives in Portsmouth, N. H., and Lisbon Falls, Me.

Elisabetha Chapter No. 20, O. E. S., will hold a regular meeting this evening at which time an indoor picnic will be held and refreshments served.

A drama "Filling the Missionary Barrel" will be given this evening at the Second Christian church in connection with the harvest supper.

KITTERY POINT

What Is Happening in the Harbor Town.

S. Ellery Jennison has returned to Boston after passing several days in town.

Harry Roberts is moving his family to the house of Wesley Raynes, lately occupied by Frank Locke.

Eugene Cloutier is, enjoying two weeks vacation from his duties at the A. S. R. car barn.

Arrived and sailed—Schooner Annie and Reuben, Stonington, Me., for Boston.

Schooner John D. Carrington, St. George, N. Y., for Rockland, Me.

Schooner William Mason, Port Richmond for Portland. Reports the loss of forecast off Bon Island, in stiff easterly blow Tuesday morning.

Mr. and Mrs. Eugene Cloutier are visiting relatives in Derry, N. H.

Clark Wyman and Samuel Blake are painting the house of Mrs. Daniel Fiske, at Hyatt's Corner.

Mrs. Eunice Safford has gone to the Wentworth Home in Portsmouth.

Mr. and Mrs. Edward Standish left on Monday for a visit to relatives in Brockton, Mass.

Miss Alice Hodgdon of South Berwick has been the recent guest of Mr. and Mrs. Stephen Blake.

Word has been received here of the death of Mrs. Robert Grace in West Medford, Mass.

Miss Grace Harrow has returned to her home in East Boston, after visiting her sister, Mrs. Richard Seages.

Mr. and Mrs. Clifford Call are entertaining relatives from out of town.

Mr. and Mrs. Stephen Adams of York Village were in town on Tuesday to attend the funeral of James Manson.

Rev. Winford Coffin and son Leon will return this week from a visit to relatives in Lowell, Me.

Daniel O. Scowwards and Miss Ella Pettie of North Kittery were visitors in town on Tuesday.

Herbert Blake of Portsmouth passed Tuesday with his parents, Mr. and Mrs. Samuel Blake.

Miss Lella Usher of New York has returned to her home after visiting Mrs. Emma Coleman at her summer home on Cutts Island.

Mrs. John M. Howells having been summoned to New York by the serious illness of her husband, her children have been taken to the home of their grandfather, William Howells, at York Harbor.

ANNUAL EXHIBITION

Of Horticultural Society Will Be Held at Laconia Oct. 22-24.

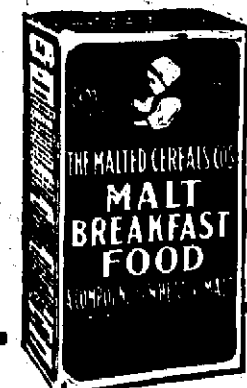
The activity of the New Hampshire Horticultural Society in connection with its annual exhibition to be held at Laconia, N. H., on October 22nd, 23rd, and 24th would seem to indicate that they do not propose to leave a stone unturned to make this event the best in its history. It is a noticeable fact too, that the farmers throughout the state are annually taking more and more interest in the activities of this society. They seem to realize more and more that by taking a few days from their usual avocations, and attending the meetings and lectures given by this society once a year, that they are able to raise better fruit with much less labor than heretofore. They are finding also that good fruit is easy to market at a high price.

The increased cash value of the society's premiums this year, together with the beautiful sterling silver trophies which are again offered this year, should bring out a much larger exhibition of fruit and vegetable than has ever before been shown by this society.

The list of speakers contains the names of many of the most noted specialists in orchard and farm practice in New England. To hear one of the many distinguished gentlemen who will address their meetings, will be well worth one's time and expense to journey to Laconia.

The exhibition and meetings and lectures are free to everybody. The Secretary, Stanley K. Lovell, of Goffstown, N. H., announces that he will be pleased to send premium lists and programs to any who may inquire of them.

Lewis A. Griffin of Hampton was a visitor here today.



For Blood, Brain

and Muscle

Get a package of Malt Breakfast Food today and begin life all over again on the right principle of supplying your whole body with the greatest amount of nutriment, energy, vitality and power at lowest cost and least tax on digestion. Absolutely pure, wholesome and delicious. 24 big dishes 15c.

Hamilton Cereals in Every Package At your grocer's. Malted Cereal Co., Burlington, Vt.

Glasses

They're eye helps if right; eye hurters and headache makers if wrong. Have them

RIGHT!

FARRELL, Registered Optometrist TUESDAYS, THURSDAYS, SATURDAYS Freeman's Block, Portsmouth.

DEPUTY WILKINSON RESIGNS

Asst. Marshal Thomas W. Wilkinson of Dover resigned his position on Tuesday. He had been associated with the department for a period of 27 years and is well known in police circles throughout the state.

CIVIL SERVICE EXAMINATION

A civil service examination for the

position of typewriter and stenographer is being held before the local board of examiners at the custom house today. Secretary Edwin B. Stebbins of Boston was present.

Ensign, Commander William M. Norton and Grand Award Bearer John R. Bates of Dover Clinton Command Kluge Templar, attended the annual meeting of the Grand Commandery at Concord on Tuesday.

JOS. M. HASSETT, Mgr.
Open Evenings. Telephone Connection

PRESIDENT WILSON WILL NOT MAKE TRIP TO PANAMA

Washington, Sept. 30.—President Wilson, it became known today, has determined to remain in Washington as long as the Currency bill is under consideration and has abandoned the idea of going to Panama this fall unless the currency legislation can be concluded sooner than is expected. Neither will the President plan for any extended vacation at his summer residence at Cornish, N. H.

The President began the day plunging into the currency question with Senators Owen and Shafroth and Secretary of the Treasury McAdoo. Following this conference it was said that progress had been reported and that work of framing the bill, on which will be presented in the Senate later, was progressing satisfactorily.

As far as the Panama tolls question is concerned, the President does not contemplate an early message to Congress and certainly will not take up the question seriously until he has visited the canal. If the currency measure is not passed until late fall or early winter, the President believes he can find time to visit the canal in December or January.

Bill "Not Likely to be Passed."
Currency legislation has loomed up as the paramount issue on the Senate side of the Capital, with the Administration Tariff law within a few days of the minute book. A series of conferences at the White House and at

the Capitol endeavored to bring some sort of order out of the confused situation surrounding the Administration Currency bill in the Senate Banking and Currency Committee.

After Chairman Owen and Senator Shafroth of the committee had discussed the situation with the President they conferred with other members of the committee. Some of the Democratic members of the committee would venture a prophecy about the course of the bill, but Senator Brewster of Kansas declared that he believed there was little chance of currency legislation at this session of Congress.

"I presume that some sort of a bill will be reported, in some way, in a month or so," said Senator Brewster. "There will be several minority reports. Whether the President will be able to get the Democrats on the committee together, including Senators Reed, O'Fallon and Hitchcock, I cannot say; but that hardly seems likely, unless the bill is radically changed. There is not likely to be any currency bill passed by the Senate at this session."

An expert discussion of the Administration Currency bill was given before the committee today by Charles A. Conant of New York. Mr. Conant declared the currency systems now operating in the Philippines and in Panama.

not only the cities but the Legislature and the entire state."

The enforcement bill was killed by a filibuster in the House last week during the first extraordinary session. The second session is called for October 13.

"Developments of the last few weeks," the governor's proclamation says, "have demonstrated to my mind that an overwhelming majority of the people, regardless of political affiliations, are determined to put an end to the open, flagrant and disgraceful nullification of the law in the cities of the state. I therefore, appeal to the people of every county in the state to rise above the narrow confines of partisan limitation, to assemble at the county seats and elsewhere to instruct, encourage and support both the governor and the General Assembly in the restoration of the majesty of the law."

HAD A SON AT THIS YARD

Sharon, Penn., Sept. 30.—Major Alexander McDowell, for 15 years clerk of the House of Representatives at Washington, died this morning at his home here. He had been ill for several weeks.

McDowell was born in Franklin, Venango County, on March 4, 1845. After his school days here he set type on the Venango Citizen long enough to see his owner, C. P. Ramsdell, defeated for Governor of Virginia, his native state, to see him gored to death by a prize steer at the county fair and print his obituary. Establishing himself as editor of the Journal.

Major McDowell then began a life of remarkable political activity.

Heard politically under the powerful wing of the Quay regime, Major McDowell held only one office within popular disposition. He was elected Congressman at large. He ran for Congress once again. A split in the party caused his downfall. Whether discouraged at the unexpected reversal or not, he made no further efforts to corner the popular vote for any office.

Major McDowell engaged in the bank business in Sharon in 1870. Just four years after he married Lucinda Tilton, a Tilton of Tiltonville. So successful was the Sharon National Bank that soon Squire McDowell was a man of financial as well as political influence. With the acquisition of wealth and position and McDowell quitted.

During the Civil war he distinguished himself in the 121st Pennsylvania Volunteers. His anecdotes of the war were without end. He was one of the most interesting story tellers in Washington, and to this fact he largely owed being made clerk of the House.

He leaves a son, Lieut. Commander William McDowell, U. S. N., attached to this navy yard.

RENOVATING FURNITURE

Autumn is a discouraging time for the proud housewife. The moths and dust of summer have corrupted a good deal of her prized possessions; or else for some reason they look shabby and less attractive than they looked when she put them away. Perhaps they really are no shabbier. Perhaps they just look to be because she has thought a good deal about them and put them on a high pedestal in her memory. Home possessions and furnishings take on great proportions when we are traveling away from them.

Anyway, Autumn is the time to renovate furniture. Spring is a bad time for furniture means less in summer than in winter and moreover summer sun and dust damage it alarmingly. So get out your parlors and curtains and other draperies now your cushions and pillows, and take off the silk covers from all the furniture, and then take stock of the condition things are in.

Begin with the wood of the furniture. First rub it with a little oil. An hour or so later, after the oil has had time to soak in, wash the wood with soap and lukewarm water. Dry it immediately after rinsing off the soap with clear water and then oil it well again. The soap and water will really clean the wood, the first oiling will protect it from all ill effects of the water and the second will leave it soft and lustrous. And furniture that looked actually dingy will turn out to be beautiful.

If there are white spots on the furniture get them out with a little alcohol mixed with oil and then immediately rub them with clear oil. If the spots are alcohol spots, which are sometimes found on children's, bathroom furniture, rub them off with a cloth dampened in water and a little ammonia.

Don't be discouraged, even if there is a dent in the wood. A little patience and skill will get it out. Cover it first with a pad of brown paper and over this put a wet cloth. Then apply a very hot iron to it. A hot poker or shovel will do as well, but neither of these is so easy to handle as a flat iron. The steaming process which results will expand the dented and bruised fibres of the wood and plump them out so that they will refill the hollow. After this clean and polish the finished spot.

To feel strong, have good appetite, digestion, sleep soundly and enjoy life, use Burdock Blood Bitters, the family system tonic. Price \$1.00.

MOTHER! THE CHILD IS COSTIVE, BILIOUS

Don't Hesitate! A Laxative is Necessary if Tongue is Coated, Breath Bad, or Stomach Sour.

Give California Syrup of Figs to mother—A teaspoonful today keeps her child healthy.

If your little one is out of sorts, half sick, isn't resting, crying and acting generally—look Mother! See if the tongue is coated. This is a sure sign that his little stomach, liver, and bowels are clogged with waste. When the bowels are at work, the child is healthy, and his stomach, liver, and bowels are clogged with waste. When the bowels are at work, the child is healthy, and his stomach, liver, and bowels are clogged with waste.

Mother can rest easy after giving this harmless, fruit laxative, because it never fails to cleanse the little one's bowels and sweeten the stomach and they dearly love its pleasant taste. Full directions for babies, children of all ages and grown-ups plainly printed on each bottle.

Beware of counterfeit fig syrups. Ask your druggist for a 50-cent bottle of California Syrup of Figs, then see that it is made by the California Fig Syrup Company. Don't be fooled.

FOXHOUND FIELD TRIALS

Twenty-Fifth Annual Competition of Brunswick Foxhound Club to be Held at Barra the Week of Oct. 12.

Ninth Annual Bench Show Oct. 13. Premium lists were sent out today for the twenty-fifth annual foxhound field trials, under the auspices of the Brunswick Foxhound Club, which will be held at Barra, the week of Oct. 12. The field trials are open to all American and English foxhounds and harriers. Two stakes will be run—a Derby and an All-Age. The judges in both will be Bradford S. Turpin, John P. Bawditch, S. Veleor, W. M. Buckley, George B. Mould, L. W. Campbell and Bradley Scott.

The Derby is open to all foxhounds and harriers whelped on or after Jan. 1, 1912. The stake will be started on Monday morning, Oct. 13, and will be completed on Tuesday, Oct. 14. The judges are ready to give their decision. Entries will close at Hotel Barra at 9 p. m. Oct. 12. The fee to run is \$4 and no club or owner can enter more than two hounds. The winner will hold the Portsmouth Hunt Derby cup for one year and will win out-right a cup given by L. W. Campbell.

The All-Age stake is open to all foxhounds and harriers, and will be started on Wednesday morning, Oct. 15, if the Derby has been completed. Entries will close at Hotel Barra at 9 p. m. Oct. 14. The fee to run is \$1 and no club or owner can enter more than three hounds. The running of the stake will be continued from day to day until the judges are ready to give their decision.

The winner of the hunting class will receive a cup given by Mrs. M. Emory Jr., the winner of the trailing class, a cup given by Paul Wallin; the winner of the speed and driving class, a cup given by N. J. Bowditch; the winner of the endurance class, a cup given by R. K. Perkins; the winner of the Tonguing class, a cup given by O. J. Danell.

The hound making the highest general average in all classes will, under the rules of the American Kennel Club, receive the title of field champion. The winner will win a cup given by the Brunswick Foxhound Club and will hold for one year the Hitchcock championship cup.

The hound making the best execution of trailing, speed and driving will hold the Pope Memorial cup for one year. The combination cup will be awarded to the hound making the highest general average at the field trials held by the Brunswick Foxhound Club and the National Foxhunting Association in any one season. The hound must be the bona fide property of the nominator, and must run in both trials. The cup will become the property of the nominator upon winning three times not necessarily in successive years.

The ninth annual bench show will be held on Barra common on the afternoon of Monday, Oct. 13, and will be opened to all hounds owned by those who make entries in the field trials. Hounds entered in the trials will be charged no entry fee in the show; hounds entered in the show only will be charged an entry fee of \$1.00 each. Entries will close at Hotel Barra at 9 p. m. on Oct. 12. The judge will be George B. Mould. The classes will be as follows:

American Foxhounds, Dog Hounds.
Class 1—Best hound whelped since Jan. 1, 1912. Cup offered by A. W. Huyler.

Class 2—Best hound whelped before Jan. 1, 1912. Cup offered by Charles P. Heffenger.

Class 3—Best couple of hounds. Cup offered by Benjamin Phillips.

Class 4—Best two couples of hounds no hounds being older than seven years. Cup offered by the Portsmouth Hunt.

Champion cup—Best hound in any of the above classes.

Bitch Hounds.
Class 1—Best hound whelped since Jan. 1, 1912. Cup offered by the Portsmouth Hunt.

Class 2—Best hound whelped before Jan. 1, 1912. Cup offered by Benjamin Phillips.

Class 3—Best bitch whelped since Jan. 1, 1912. Cup offered by the Portsmouth Hunt.

Class 4—Best bitch whelped before Jan. 1, 1912. Cup offered by Benjamin Phillips.

Champion cup—Best bitch in any of the above classes.

Jan. 1, 1912. Cup offered by the Portsmouth Hunt.

Class 6—Best hound whelped before Jan. 1, 1912. Cup offered by A. V. Huyler.

Class 7—Best couple of hounds. Cup offered by Charles P. Heffenger.

Class 8—Best two couples of hounds no hound being older than seven years. Cup offered by Benjamin Phillips.

Champion Cup—Best hound in any of the above classes.

Breeders' Classes, Dog Hounds.
Class 9—Best hound whelped since Jan. 1, 1912. Cup offered by the Portsmouth Hunt.

Class 10—Best hound whelped before Jan. 1, 1912. Cup offered by Benjamin Phillips.

Class 11—Best bitch whelped since Jan. 1, 1912.

Class 12—Best bitch whelped before Jan. 1, 1912. Plate offered by Charles P. Heffenger.

Class 13—Best stallion's hound, shown with two of his get, the quality of all three to be considered.

Class 14—Best bitch hound shown with two of her produce, the quality of all three to be considered. Cup offered by the Portsmouth Hunt.

The Brunswick Foxhound Club offers a cup for the best hound in the show and one for the best of the opposite sex.

The Mrs. L. W. Campbell Cup will be held for one year by the best hound in the show.

Harriers, Dog Hounds.
Class 15—Best hound whelped since Jan. 1, 1912.

Class 16—Best hound whelped before Jan. 1, 1912. Cup offered by A. V. Huyler.

Open Classes.
Class 17—Best two couples of hounds Cup offered by the Portsmouth Hunt.

EAT CABBAGE, FISH SAUSAGE, NEW BREAD

No Indigestion, Gas, Sourness or Upset Stomach if You'll Take

Pape's Diapiesin—Try This.

Do some foods you eat look better, taste good, but work badly; ferment into stubborn lumps and cause a sick, sour, gassy stomach? Now Mr. or Mrs. Diapiesin get this down: Pape's Diapiesin digests everything, leaving nothing to sour and upset you. There was never anything so safely quick, so certainly effective. No difference how badly your stomach is disordered you will get happy relief in five minutes, but what pleases you most is that it strengthens and regularizes your stomach so you can eat your favorite foods without fear.

Most remedies give you relief sometimes they are slow but not sure. Pape's Diapiesin is quick, positive and puts your stomach in a healthy condition so the misery won't come back. You feel different as soon as Pape's Diapiesin comes in contact with the stomach—distress just vanishes—your stomach gets sweet, no gas, no belching, no eructations of unassimilated food, your head clears and you feel fine.

Go now, make the best investment you ever made, by getting a large 50-cent case of Pape's Diapiesin from any drug store. You realize in five minutes how needless it is to suffer from indigestion, dyspepsia, or any stomach disorder.

The hunting season is open. Look out if you wander in the woods.

Portsmouth Theatre
F. W. HARTFORD, MANAGER

Wednesay Evening, Oct. 8

ARTHUR HAMMERSTEIN
PRESENTS

Edith Thayer
IN

THE FIREFLY
A New Comedy Opera

Book and Lyrics by Otto Harbach Music by Rudolf Friml

Direct from its Record-breaking Success at the New York Casino Theatre

Ensemble of 60 . . . Augmented Orchestra of 28

AMERICANS FLEE FROM MEXICO

(Continued from Page 1.)

this afternoon, many carrying such of their possessions as they could hurriedly assemble on their backs.

Consul Blocker's warning to foreigners to quit Piedras Negras immediately was in anticipation of rioting should the Constitutionalists be forced to abandon their provisional capital. As the rebel army is being driven northward by the government troops under General Maes, the retreating insurgents are setting fire to villages. Reports from the front tonight indicate that the federalists are closing in on the town of Sabinal, from which the Constitutionalists are expected to fall back either on Matamoros, across the line from Brownsville, Tex., or on Piedras Negras.

Are Forced To Vacate.
Seventy three Americans crossed the international bridge late today. W. W. Vaughan, a well known engineer, and Alfred Williams, druggist, was ordered peremptorily to vacate their homes with their families on Constitutionalists notification that the property would be destroyed despite any protest to the American government for the reason that it was owned by federal sympathizers.

Many Mexican refugees and a large number of Japanese were refused admission to the United States. It was said that the Mexicans were likely to become public charges and that the Japanese had not made proper application. An appeal to Washington for exception in the latter case will allege that the Japanese are in danger of death from the federalists for having aided the Constitutionalists.

Whether the wounded Constitutionalists here will be buried has not been decided. Freight cars have been placed in readiness at the hospital to remove them to safety should the federalists get in striking distance of the city.

Humors of internal dissatisfaction were reflected in the announcement that on demand of the army, Gabriel Cabada, acting governor of Coahuila, had been succeeded by Lieut. Col. Herrera.

A FEW GOOD TRADES.

I have a few new tires, will close at special prices without a guarantee.

35x3 1-2, no-rim cut casings, \$14.00
35x4, 2 1/2, plain casings, \$21.50
35x4, 2 1/2, nonskid casings, \$23.80
35x4, 2 1/2, nonskid casings, \$25.80
35x4 1-2, plain casings, \$30.80
35x4 1-2, 2 1/2, nonskid, \$32.50
35x5, 2 1/2, plain, \$35.00
35x5, 2 1/2, nonskid, \$37.00
One used casing, 35x3 1-2, \$11.00
New tube, 35x3 1-2, can use in 35x4, \$5.50
New tube, 35x4, can use in 35x3 or 35x4, \$5.50
New tube, 35x5, can use in 35x4, \$5.50
One good 1910 Cadillac touring car, \$600; 1911, \$800, \$850, \$900.
Chas. B. Woods, Bow St.

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NAVAPRE

Seventh Ave. & 28th Street
BUSINESS MEN FAMILIES TOURISTS
Museum of Luxury at Museum of Cost.

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BIG PROGRAM FOR MINING CONGRESS

Big business is to have an inning at the Sixteenth Annual Session of the American Mining Congress to be held at the Bellevue-Stratford Hotel in Philadelphia, during the week of October 21-24.

Dr. Charles H. Van Hise, President of the University of Wisconsin, who recently published book, "Concentration and Control" commanded the attention of both sides of the controversy, and who is recognized as one of the leading thinkers of the world upon this subject, will deliver an address upon the subject of "Big Business in its relation to Industrial Property."

Dr. Van Hise advocates amendments to the Sherman law because of the waste necessarily created by intense competition.

"Through control by combination," says Dr. Van Hise, "we may secure freedom for fair competition, elimination of unfair practices, conservation of our natural resources, fair wages, good social conditions, and reasonable prices."

"Concentration and co-operation in industry in order to secure efficiency are a world-wide movement. The United States cannot resist it. If so

locate ourselves and insist upon the substitution of industry below the highest economic efficiency and do not allow co-operation, we shall be defeated in the world's markets. We cannot adopt an economic system less efficient than our great competitors, Germany, England, France and Austria. Either we must modify our present obsolete laws regarding concentration and co-operation as in conjunction with the world movement or else fall behind in the race for the world's markets. Concentration and co-operation are conditions imperatively essential for industrial advance; but if we allow concentration and co-operation, there must be control in order to protect the people, and adequate control is only possible through the administrative commission. Hence, concentration, co-operation and control are the key words for a scientific solution of the mighty industrial problem which now confronts this Nation.

THE FOLLOWING GOODS HAVE BEEN RECEIVED
FOR THE

Autumn and Winter Seasons

CARTER'S UNDERWEAR

In Vests and Pants also Union Suits for Ladies,
Girls and Boys

The Denton Sleeping Garment
For Children

BLANKETS

STEAMER RUGS

BATH ROBE BLANKETS

MEYERS' CAPE GLOVES

\$1.00 and \$1.50

THE D. F. BORTHWICK STORE

LOCAL DASHES

Only a few more pages on the calendar.

Fair weather is predicted for tomorrow.

Stoper Post No. 1, G. A. U., meets this evening.

Religious services in preserving jars at Paul's 57 Market street.

Eight automobiles lined up at 5:57 o'clock this evening.

John H. Dowd's Marble and Granite Monumental Works, 52 Market street.

New parlor gloves from \$1.00 up at Paul's 57 Market street.

The white season has commenced, but interest is not as keen as in previous years.

Upplater, hairdresser, renovated, Margeson, Brubaker, Phone 870.

Hebrews closed their places of business today and will open at 5 p. m. on Friday.

Many strangers were here today in attendance at the several conventions being held in this city.

The Craig house, 17 Summer street is for sale, 8 rooms, bath and furnace. Butler & Marshall, 5 Market street.

h 100, 8 25

An important meeting of the Municipal League, 100, 10, will be held this Wednesday evening.

Twenty-two pounds of nice, salted pork for \$1.00. One hundred pounds for \$1.25 at Clark's branch, Tel. 133.

Two members of the Kludra Club claim they can show any team the game of quills in the city.

Lobsters and fish of all kinds, caught by our own boats, fresh every day. W. Jamison & Sons, Tel. 663.

Business men's lunch, 11:30 to 2, at National Cafe. Full course dinner, 50c. A. D. Wentworth, proprietor, in 333, 101.

Complimenting today an appropriate record of all parcel post business will be kept at the postoffice for a period of two weeks.

Hard and soft wood for sale, sawed, split and delivered. Tanning and furniture moving. Lowest market prices. Heagan & Clark, 230 Gale street, Tel. 1194 M.

oh U.

The Portsmouth High School football team plays Thornton Academy at Saco on Saturday and the team will be accompanied by a number of rooters.

Lobsters, sales of Shanks Haddock and Cod brought in every morning fresh, by our own fishing fleet, 11, A. Clark & Co., 1 and 2 Commercial Wharf, Tel. 615.

The King's Daughters of the North Church will hold a Bazaar Sale at 101 Congress street, opposite Public Library. Open Thursday from 10 a. m. to 5 p. m.

POLICE NEWS.

There was no session of the district court today and the only matter that required the attention of the justice was the arrest of a man for beating a board bill, which was finally settled out of court.

OBSEQUES

Marcia M. Frieben

The funeral of Marcia M. Frieben was held from her late home at Kittery Point today at 2 p. m. Rev. B. W. Church officiating. Interment was in Free Will Baptist cemetery, under the direction of Undertaker O. W. Ham.

A CARD

Miss A. Lillian Walker, Kittery Point, Me., graduate of the Emerson College of Oratory, and reader, will give class or private instruction in Expression and Physical Culture during the winter months. Telephone 990-7. H 100-1.

ITEMS OF INTEREST TO NAVY YARD EMPLOYEES

Naval Orders

Admiral C. J. Douth, detached naval examining and relieving boards, Washington, D. C., to command the third division Atlantic fleet.

Rear Admiral N. H. Osher, detached command third division Atlantic fleet, home and wall orders.

Captain J. C. Leonard, detached the navy yard, Portsmouth, N. H., to command the Virginia.

Lieut. H. E. Kimmel, detached assistant director of target practice navy department to the California as advance officer.

Ensign C. C. Davis detached the Connecticut to the Birmingham.

Ensign J. H. Magruder, Jr., detached the Petrel to the Wyoming.

Ensign H. Burke to the Birmingham.

Vessel Movements

Arrived—G. L. Burrows, Annapolis, Md., Perkins, and Jenkins at Newport.

Parthier and Fitzgibbon at Lynn Haven Bay; Paulding Dixie at Tangier Sound; Arctura at Port Arthur, Tex.; Juniper at Mare Island; Brutus at Hampton Roads; Stoddard at Annapolis; Dolphin at Washington; Dog Molnes at Hampton; Santa Domingo.

Sailed—Jonest from New Rochelle for Boston, Maryland from San Diego for Guaymas, Pittsburgh from San Diego from San Francisco.

The Birmingham has been ordered in full commission at Philadelphia on Oct. 1. The flag of the commander of the fourth division, Atlantic fleet, has been transferred from the Minnesota to the Kansas. The GI has been assigned to duty with the second division, submarine flotilla, torpedo flotilla, Atlantic fleet.

On a Short Furlough

R. A. Kieren of the department of supplies and accounts is passing a few days in Lynn and Brockton.

Rodgers Will Command New York

Chief intelligence officer Thomas N. Rodgers has been selected to command the new battleship New York near completion at the New York yard, where she was launched a year ago. She will be placed in commission the first of next year.

Secretary Taken a Hand

Former Asst. Paymaster of the Navy, Arthur Middleton has received a letter from the secretary of the navy asking him to make his charges of "dishonesty" against officers of the navy more specific and definite. The request is the result of an interview Middleton had with a Washington paper.

Takes Command Today

Captain John C. Leonard left the yard today to assume command of the U. S. M. Virginia, now under repairs at the Boston yard.

First Meeting Today

Captain Barthel, Civil Engineer, Cambridge, Naval Constructor Adams, and Lieut. Commander McIlwain comprise the board on wages for

Premier Scenic Temple Programme

For Wednesday and Thursday
THE CLOWN'S DAUGHTER—4 acts, 2 Reels.

A powerful drama of the circus ring. The key note of the play is shown in Peter's sacrifice to his unselfish love for his little girl, in answer to her dying mother's appeal that their child shall not be brought up in the circus life. For an absorbing drama of high order "The Clown's Daughter" is sure to be a leader among the new plays.

Calamity Anne, Heroine—American.

A comedy drama showing Calamity's rescue of a kidnapped child and brings the perpetrators to justice.

ZUKON the Social Pirate, or (The Private Inquiry Office)—In three parts.

A sensational expose of the machinations of a villainous detective, cleverly portrayed and beautifully photographed. A story of unusual interest.

The Broken Thread—Broncho.

The death of his only child drives a man temporarily insane. To his madness he tries to kill a woman, but his hand is stayed by the sight of her baby, which brings back memories to him, which restore his reason.

Redemption—Thunderbolt.

Is a striking story of a man's redemption with Miss Florence La Balle in one of her very best roles of the year.

Matinee 2.30, Evening 7.00; Saturday evening 6.30.

SPECIAL ATTRACTION for Friday and Saturday—"WANTED BY THE POLICE"—Three Reels. The most intense and gripping dramatic feature ever offered to the public, with William Jefferson, (son of the late Joseph Jefferson) as Billy West, the fastest telegraph operator in the world.

the coming year. The first meeting was held today. The board announces that all data in the hands of committees of workmen must be filed on or before November 3. After that date representatives of the several branches of labor will be heard by the board on the matter of wages.

Workmen Not On Boars

Secretary Daniels has abandoned the idea of giving navy yard employees representation on the various wage boards. He announced today that in order to determine a more equitable basis upon which to figure navy yard wages he will ask the Secretary of Labor to ascertain the wages paid by civil establishments in the vicinity of the various yards for work similar to that done in the yards.

Preparing for the Examination

District Secretary of the first civil service district B. E. Stephens was at the labor board office today, making preparations for the coming examination of men on the list.

Barge Answers Promptly

One of the yard coal barges has been set at the mouth of the drydock to be used for quassing from one side to the other during the repairs of the cascon.

Cruiser Comes to Yard

The U. S. S. Montgomery which arrived in the lower harbor on Tuesday came up to the yard this afternoon, taking the berth of the Petrel.

Petrol Sails This Afternoon

The tugboat Petrol sailed for Boston at 1.30 this afternoon. After getting more of a crew from the recently ship North Carolina, she will proceed to Central American waters for routine duty.

Tonight's Matches

In the navy yard pool tournament tonight Rodgers will meet Paul, and M. Mulen vs. Donovan at the Casino Palace.

PORTSMOUTH THEATRE PROGRAMME

Wednesday and Thursday
THE FIFTH STRING—Six acts, in two parts. By John Philip Sousa, "The March King."

A remarkable story of a bewitching violin, containing five strings, each one of which symbolizes some phase of life. "The Fifth String" typifying death. Featuring Mr. Thomas Carigan.

ACT—Fleeter & Edwin—Singing.

A Woman in the Ultimate—Hologos.

The unwilling duty of her stepfather she became the deputy of the wealthy young man, but at the crucial moment she saved him herself and the young man.

ACT—Two Throwing Tabors—Club Manipulators.

Little Fortuna's Favor—Pathe.

It has been said that money flies. A dollar bill takes into itself heavy wings. The crowd that follows covers some very interesting points on Manhattan Island. A fine comic release.

Sunny, or the Little Thief—Vilograph.

She brands her father's cattle. Her lover is accused of trying to steal them. A fine western picture.

Matinee 2.15, Evening 7.15 Saturday evening 6.45

"THE FIREFLY."

Although "The Firefly" in which Arthur Hammerstein is starring that bewitching little prima donna, Miss Edith Thayer, this season, lays only claim to being a comedy opera, it permeates with the atmosphere of grand opera. Otto Hammerstein is the author of the book, while Rodolf Fritsch is responsible for the score of this latest Hammerstein production.

"The Firefly" which comes to the Portsmouth Theatre next Wednesday evening, Oct. 8, has to do with the adventures of a little Italian street singer from New York's East Side—a character which Miss Thayer, not like the proverbial dove, but like a custom made suit, turned out by a Broadway tailor.

The genres of this new opera are held in New York and Hamilton, Bermuda. This is the first time that Bermuda has ever been introduced in a stage scene, and as Bermuda is known as the land of "always summer," it allows the providing of stage settings that are far beyond the imagination of one who has never been to this land of everlasting sunshine and flowers.

Mr. Hammerstein has surrounded Miss Thayer with a cast such as is seldom seen or heard in the best of comic operas, for, in selecting this company, it was necessary to engage artists with two very essential qualifications: namely, artists with voices and who could act. In consequence of which it took more than one year to complete the following cast of notable: Maxfield Murex, Burton Leatham, Bernard H. Ferguson, Bert Wheeler, Paul Vernon, Thelma Fair, Alice Gatliff, Rita Hager, and Irene Samuel.

ENTERTAINED THE CHILDREN

Union Rebekah Lodge Observes Children's Night.

The members of Union Rebekah Lodge on Tuesday evening observed Children's Night and there was a very large attendance and a very interesting musical and literary program was carried out to the great edification of those present.

The program was as follows:

Piano solo—Hazel Manning.

Recitation—Jessie Penny.

Song—Ethel Inglis.

Vocal duet—Zylina and Gwendolyn Woods.

Whistling solo—Helen Twombly.

Recitation—Ida Parnham.

Vocal duet—Ruth and Eunice James.

Recitation—Hazel Eaton.

Violin and piano duet—Ida and Mildred Carl.

Song—Ida Goodwin.

Recitation—Ralph Leavitt.

Duet—Helen and Hazel Twombly.

Violin solo—Archie Marshall.

Solo—Winona Nay.

Recitation—Hazel Eaton.

Violin and piano duet—Archie Marshall and Mrs. Ashworth.

Piano solo—Florence Shuttleworth.

The program was concluded with a Tom Thumb wedding which was participated in by the following:

Bride—Zylina Woods.

Groom—Henry Margeson.

Maid of Honor—Vera Goldsmith.

Best Man—Merion Varney.

Flower Girls—Beatrice Shaw, Edie Inglis.

Ring Bearer—Dorothy Shaw.

Bridesmaids—Helen Tilton, Catherine Gray, Gwendolyn Woods, Florence Stott.

Attendants—Ruth James, Helen Twombly, Hazel Manning, Lillian Kimball, Hazel Twombly, Eunice James, Inez Schurman, Edie Schurman, Marion Gray, Ruth Jenkins.

The bridal party led the march to the banquet hall where tea and cake were served. The cream was furnished by Nichols.

AUCTION of HOUSEHOLD FURNITURE

Entire contents of one of the best Ten Houses which has been opened and in operation for several years will be sold at Public Auction at

No. 63 Market Street

being the hall above Down's Fish Market.

FRIDAY, OCTOBER 3, 1913

Beginning at 10 A. M.

This property consists of dining-room, chamber, kitchen and piazza furniture, includes a number of very nice small tea tables, card tables, bric-a-brac, pictures, some very good crockery, rugs, screens, and is really a very good assortment of attractive furniture.

TERMS CASH at time and place of sale.

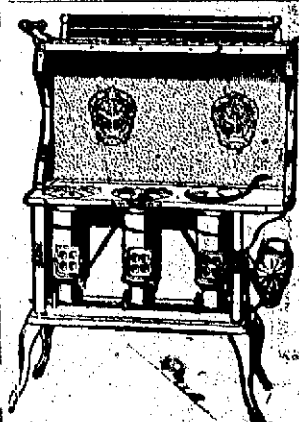
BUTLER & MARSHALL
Auctioneers.

TO LET

TWO TENEMENTS OF SIX ROOMS AND BATH, HEAT, LIGHT AND SET TUBS. GOOD LOCATION. READY FOR OCCUPANCY OCT. 1ST.

FRED GARDNER

Room 2, Glebe Building



THE BLUE FLAME
OIL STOVE

It gives a hot flame at once. The usual summer stock of Refrigerators, Screens, Screen Doors, Etc.

W. E. PAUL, Agt.
Tel. 1000.



Many customers say, "I don't want to pay over twenty dollars for a suit."

To such we can say, "You don't need to here to get a strictly high grade suit. A suit that it guaranteed all wool or pure worsted fabric, hand tailored and a model that is the 'last word' of style. A suit made by Stein-Bloch or Kuppenheimer."

A splendid showing of both these makes at \$20.00.

HENRY PEYSER & SON

"Selling the tops of the period."

THE OLDEST IN AMERICA!
THE BEST IN THE WORLD!

CHICKERING PIANOS

If you are considering the purchase of a strictly high-grade Piano, why not the Best? For instance

THE
CHICKERING
ANNIVERSARY GRAND
MONTGOMERY'S MUSIC STORE
Opp. P. O., Portsmouth.

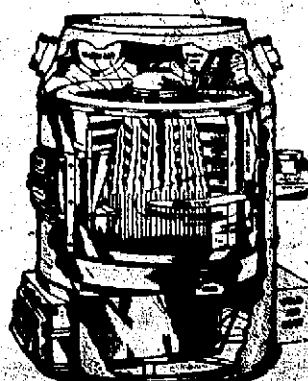
Candy! Candy! Candy!

The only place to buy your home made candies. The largest variety, made fresh daily, at

NICHOLS'
Congress St., cor. Fleet

Also, don't forget to send in your orders for our famous ice cream. Delivered in all parts of the city. Tel. 142-W.

Twice the Weight Twice the Heating Surface Twice the Capacity



Some advantages of the Kelsey over the ordinary furnace.

The furnace that saves 20 to 30 per cent on your coal bill. Steam and Hot Water Boilers, Plumbing and Sheet Metal Work.

THE KELSEY WARM AIR GENERATOR

John G. Sweetser, Tel. 310